

5450ndr1va2_00014621

DOE

- How figure is test to test variability?

- Kevin Strick & Joan Glickman.

- Mango Knives

EPAct bi-weekly update mtg (8-26-2008)

1) Light-duty exhaust program (Sobotowski, Hart)

- Fuel blending status
 - Problems with Fuel 9 distillation curve
 - Authorized Haltermann to do 3-4 more hand blends
- Testing status
- E0/E10/E15 data analysis status } Chet Briefing Sept 4.
 - regulated pollutants
 - toxics
 - OBD data
- Vehicle downtime/non-intrusive testing options
 - Addition of Tier 1 or NLEV vehicles proposed to tie this program back to studies used in RFS 1
 - Evaporative testing in phase 3
 - FTPs or US06
 - 95F LA92 - DOE to pursue total - Random - to not random - Statistically weaker
 - PM studies
 - Sulfur
- Cold temp testing setup
 - Horiba analyzers being installed
 - Cold Temp chamber NOT yet installed (subcontractor problems)
- Other issues

Some non-compliance get fuels in from will train

- Few weeks of downtime b/w ph. 2 + 3. - Clarity.

TOXICS →

2) Oil study (Christianson, Sobotowski, Fernandez)

- Meeting with Lubrizol 8/8/08 a success
- In-use fuel (Brewers) determined to be BP E10 gasoline
- Additional data analysis to be conducted by George Hoffman as second priority (after SwRI data)
- Chet briefing on final analysis results as next step - scheduled?

3) PM speciation (Christianson, Hoyer)

- ORD and NVFEL round-robin planning continues - Site visit for mid Sept / LOD + Joe McD.
- Site modifications needed to become 1065 compliant
 - dP for tailpipe depression
 - Humidity control for dilution air
 - NFVEL PM tunnel may be sent down
- ORD site visit planned for mid-september
- AVL Toxic sampler delivery is still the biggest unknown for program start

Affects Dioxin testing

4) Nonroad exhaust program (Caffrey)

- E0 and E10 testing is 33% complete (proj. finish in November)
- E15 and E20 testing to be done with EPAct fuel 19 (plus splash blending to E20) Avoids Haltermann
- Additional testing in conjunction with ARB program

SW work assignment Resubmitted this week. Exh + Evap testing for sm. engine bottleneck.

5) Evap testing (Hart)

- E77-2
 - data results
- E77-2b
 - work statement completed
- E77-3
 - approved by OMB - ~~see~~

- new pilot in non-sm area - need OMB approval.



EPAAct bi-weekly update mtg. 10-07-2008

- \$+350K for Cheryl's NR testing.

1) Light-duty exhaust program (Sobotowski, Hart)

- Phase 1 – completed
- E0/E10/E15 data analysis - additional needed for October 15?
 - regulated pollutants
 - toxics/PM
 - Cold start focus
- *Need: Complete fuel speciation for 17,18,19 – need to tell SWRI to do for \$1k
- Phase 2 – Cell cooling unit issues delay start of 50F tests →
 - waiting to here on 10/8 on SWRI plan – 5+ weeks? Proceed with FTP
- Phase 3 – Work plan being prepared
- Fuel blending status for phase 3 fuels
 - Spreadsheet approach working now (not Aspen software)
 - (7) E0 fuels designed- 2 done 5 handblends need minor changes
 - (2) E10 fuels designed – awaiting handblends checks
- Additional vehicle testing to be performed:
 - FTPs (Chet) Phase 1B on select vehicles (5-6) – start ASAP before P2
 - NLEV/T1 tests to tie data to previous assumptions (2-4 CRC vehicles)
 - Sensitive vehicles (Chet/Ed) PZEV/HMC. – still investigating
- Other options or testing
 - 95F LA92 – DOE to pursue
 - Evaporative – likely covered by E77-3 but different T2s
 - PM studies
 - Sulfur
- OBD data good in fuel 19

- compare PBE vehicles. short on 17 fuel. - get from nonroad - Hyundai sensitivity - 50F soak area

- 2 willgo - all hand blended.

2) Oil study (Christianson, Sobotowski, Fernandez) –Report will be issued at later date .

3) PM speciation with NVFEL/ORD (Christianson, Hoyer)

- test cell improvements required – Joe M. trip
- sampler equipment required – in-house project
- NVFEL to do round robin – some PM work – E85

- need more ports. - sampling. AVL ditched us - Mike, Joe M, Jim S. think they can do themselves - CRC interested in adding 95 to PM speciation projects. - don't need EIS on NR engines.

4) Nonroad exhaust program (Caffrey)

- Fuel 18 received and being tested
- Testing and aging (1/2 FUL) status
 - Completed engines
- Additional testing in conjunction with ARB program
 - SOW complete for exhaust on indolene and E10
 - speciated data on ARB program
- \$ issue – Look into testing at EPA?? →

Work plan comes back \$479K. - didn't incl. sm eng. testing. ARB working on this. No PM/EC/OC etc.. - Another \$380K for sm. engine. - part of '09 budget request. - EVAP on NR engines.

5) Evap testing (Hart)

- E77-2
 - data results
- E77-2b
 - work statement completed
- E77-3
 - partially approved by OMB

Issue: Dave Roster. - non IM area. Summer conditions 90's. - need warm data. - Is it winter fuel? (17)

- October 15 material – need additional data analysis? → Margo briefing on phase 1 results.
- Non-road cost – test at NVFEL (motorcycles, non-road?) →

toys

← schedule DOE Mtg w/ Margo *Reply to Brian West.

- Higher aromatics can delay light off. - 4" km slow. NOx suppressor. - exub come back Hi W/P can help exhaust.

Mary's presentation

- Phase 1 results

- John lead

- ~~Mary~~ Kathryn's stuff.

→ Acetaldehyde.

→ pull into presentation.

→ NR. testing results.

- 91,000 units vs 41 million

- MOBILE/measure.

Budget request

\$800 K average

- 150k TI NLEV testing
sensitive vehicle

- 150k FTP

- 100k Sensitive PPEV

(\$100k for EVAP) → dual sp. + specification.
for narrowed
extract. assuming CARB.

NR \$100k in engine.

EVAP: ~~\$72k~~ \$100k

\$73

1000 vehicles. + \$1 mill

already \$1 mill in program

\$70k pilot + full pilot.

\$20k left for range program.

throw in 200k + to get 500
vehicles. prescreening is working

- what is optimal. What's
the right #?